

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 4:24 PM

**Daily Diary Report by Bid Item**

Contract No.: 04-0120F4

Diary #: 431 Const Calendar Day: 478 Date: 25-Sep-2013 Wednesday

Inspector Name: Soheilifard, Saman Title: Transportation Engineer

Inspection Type: Intermittent

Shift Hours: 07:00 am 04:00 pm Break: 00:30 Over Time: 00:00

Federal ID:

Location:

Reviewer: Awal, Mohammad Approved Date: 30-May-14 Status: Approved

**04-0120F4  
04-SF-80-13.2/13.9  
Self-Anchored  
Suspension Bridge****Weather****Temperature** 7 AM 50 - 60 12 PM 50 - 60 4PM**Precipitation** none**Condition** RainWorking Day ☒ If no, explain:**Diary:**

Dispute

**Work description.**

Wednesday, September 25, 2013

DAY 2: Surveying the Tower Shafts for Paint Damage

As of yesterday, I have been vacated of my duties at the base of the Tower and instead have been tasked to complete the survey of the paint damaged areas on the Tower. Yesterday upon returning from the field, I discussed my findings with M. Awal, my Lead worker. I indicated that Ross Stuart & I chose random locations on the Tower to conduct our survey merely due to the fact that the cause and effects are so similar from one level to another. He replied that his intention for this survey is to complete the punch list, consequently every single level needs to be surveyed and documented thoroughly, he added.

To that end, I joined forces with Ross Stuart once again to continue with the task and refine our procedure under the new guidelines. We determined that Stuart would be tasked with taking photos of all areas in need of repair, while I would be relegated to the documentation of the photos and ascribing descriptions to appropriate photos. The locations where one can walk around and inspect the Tower are at the strut levels 53, 65, 77, 89, 99, 109, 119, 123, 127, 131, 135, 139, 143, & at the top of the Tower saddle housing at el. 151 and top of the Tower head at el. 160. The aforementioned struts are located above the deck and those that are below the deck are at elevations: 47.6m, 43m, 38m, 33m, 28m, 23m, and 18m. At elevation 13.0m one would be on top of what is known as the 13.0m diaphragm.

As indicated in yesterday's report, the problems are rampant all over the Tower and the majority of the staining is at elevations below the 119.0m strut. From the 119.0m strut to 143.0, areas in need of paint repairs do exist, but the staining is far less remarkable. The scene changes, yet again, once one climbs to the top of the saddle housing and the Tower head. The rust staining increases markedly at these locations with the metal shavings, grit and other debris proving to be the main culprits.

As was the case yesterday, CCC has a three-man crew working under a strict directive, which constitutes the repairing of cracked caulking and the painting of all the ladder connections where paint is missing. As a matter of fact, Brandon Gaya, one of the 3 painters told me that he had been directed by James Brockman, CCC's manager that as of today he was not to work on the caulking repair any longer, but needs to address paint on the ladders starting at elev. 89 and moving down.

- At elevations 137 & 143, caulking repair has not been accomplished.

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At 13:00, Clyde Parker was at elevation 127 painting the power tooled areas.

- Yesterday, the crew power tooled (SSPC SP2 &3) & painted areas with damaged /cracked caulking from elev. 89 to 119;



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- Today, the crew painted and caulked locations between elev . 89 & 119 as the situation warranted;
- Following the conclusion of our survey aabout 1 4:00, I left the Tower. Thus for all the details in regards to the CCC's work progress, please refer to Stuart Ross' report.
- Attached there are a quite a few photos of the extensive repair needed on the Tower to return it to a somewhat pristine condition as is stipulated in the Contract. These photos have been turned over to M. Awal, lead worker. Also, the majority of the photos taken as outlined in the opening statements, are taken by Mr. Stuart Ross and the ones shown here are the ones I took as I was documenting/logging Mr. Stuart;s photos. For more photos, please refer to his report.
- For the description of all the components inspected, described, & documented, please see/cross reference the scanned copies of the field notes;

**04-0120F4      Bid Item:    078      T-L04-ISW.078      Tower Lift 04 Internal Paint Tower SW**

CERTIFIED COATINGS COMPANY

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> CERTIFIED COATINGS COMPANY								
Painter	JNM	Luis ventura	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	JNM	CLYDE PARKER	8.00	0.00	0.00	8.00		<input type="checkbox"/>
Painter	APP	BRANDON GAYA	8.00	0.00	0.00	8.00		<input type="checkbox"/>

**04-0120F4      Bid Item:    081      0-000-000.081      CLEAN AND PAINT CABLE SYSTEM**

CERTIFIED COATINGS COMPANY

**CCO-079      Bid Item:    001      T-MEP-ALS.079      Tower Base MEP**

CERTIFIED COATINGS COMPANY

**CCO-079      Bid Item:    001      T-MEP-ALS.079      Tower Base MEP**

AMERICAN BRIDGE/FLUOR, A JV

**CCO-098      Bid Item:    001      T-TSD-ALS.098      Tower Skirt Details**

CERTIFIED COATINGS COMPANY

**Labor**

Trade	Class	Name	RT Hrs	OT Hrs	DT Hrs	Total	Remarks	Dispute
<b>Contractor:</b> CERTIFIED COATINGS COMPANY								
Painter	APP	RAFAEL SERANO	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	RICARDO PASSILA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	JNM	LUIS PANIAGUA	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	APP	EDILBERTO LEON	0.00	0.00	0.00	0.00		<input type="checkbox"/>
Painter	FOR	TONY KATRONES	0.00	0.00	0.00	0.00		<input type="checkbox"/>



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CCO-298

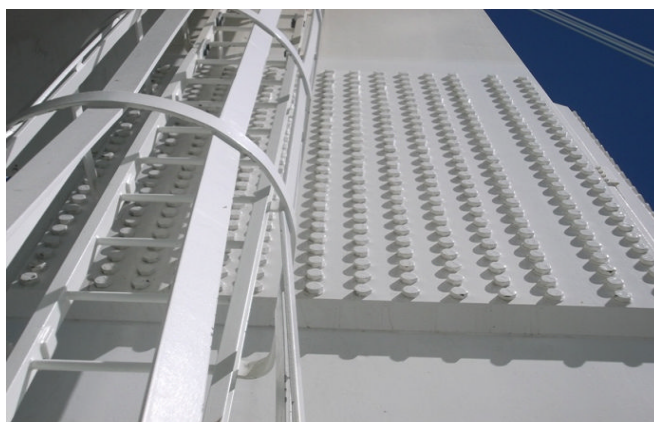
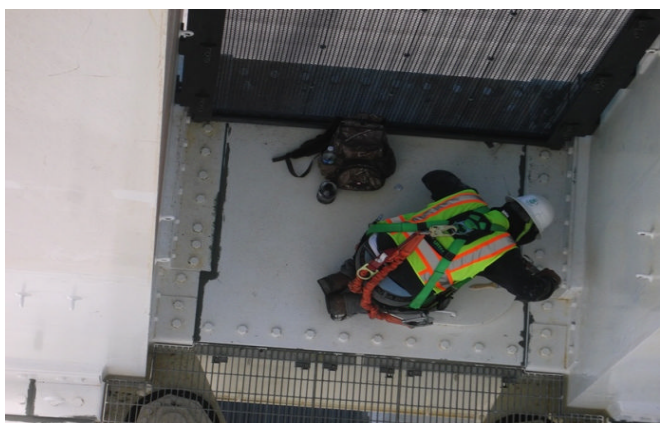
Bid Item: 001

0-RHB-EFA.298

IERBYS Rehabilitation

CERTIFIED COATINGS COMPANY

### Attachment





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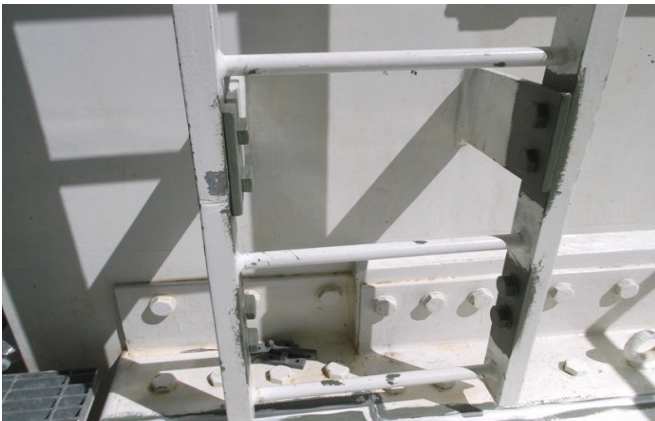
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